

## MINUTES

### **Technical Committee Meeting**

Thursday, July 20, 2006

1:30 p.m.

Conference Room #113

**Members Present:** Karl Fredrickson, Larry Worth, Randy Hoskins, Virendra Singh, Public Works/Utilities, Roger Figard, RTSD/Public Works/Utilities; Marc Wullschleger, Urban Development; Marvin Krout, David Cary, Planning; Rich Ruby, Jim Miller, Ron Schlautman (representing Steve McBeth), NDOR; and Don Thomas, Doug Pillard, County Engineering

**Others Present:** Steve Burnham, FHWA; Marc Rosso, Mike Brienzo, Roger Ohlrich, Brian Praeuner, and Karen Sieckmeyer, Public Works/Utilities; Kent Morgan, Planning; Allan Abbott, Dawn Steffen, HWS Consulting Group; Patte Newman, Jonathan Cook, City Council; Rick Haden, Kirkham Michael; and K. McClelland, NDOR

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Karl Fredrickson called the meeting to order and roll-call was taken.

#### **Agenda Item No. 1 - Review and action on the draft minutes of the May 18, 2006, Technical Committee Meeting.**

There being no corrections, Roger Figard made a motion to approve the minutes. Larry Worth seconded the motion. Motion carried unanimously.

#### **Agenda Item No. 2 - Review and action on a recommendation regarding 2006 Certification that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations.**

It is Lincoln's tradition to develop a report to identify all of the key federal laws and regulations that is the City's responsibility and identify how the City will meet these within our transportation process. This year was quite an unusual year since we have new federal regulations to guide us. This highway legislation is called *Safe Accountable Flexible and Efficient Transportation Equity Act: a Legacy for Users* and is better known as SAFETEA-LU. This legislation was passed on August 10, 2005 and we have been working with interim guidance up till now and the proposed rule for Metropolitan Transportation Planning came out in the Federal Register on June 9, 2006. These are proposed rules and are under review. If the City would like to comment on these rules, we will need to do so by the September, 2006 deadline.

The self certification process uses these rules as a guide to our planning requirements and there are three additional requirements this time which are listed in the second paragraph of my report. These new requirements are not new to the City and are addressed in other areas in our overview, but they did receive added focus in this legislation on transportation and planning. The highlight of the transportation planning activities this year have focused on the Long Range Transportation Plan and its update. We

have had a number of public participation activities including open houses and public forums. The Certification Report addresses all the primary transportation planning requirements and shows how we have met or are meeting these federal requirements in our planning activities.

Mike Brienzo stated that Committee acceptance of this Report is saying that we are meeting these requirements and have an acceptable transportation planning process. He asked if there were any questions on the certification process.

Don Thomas made a motion to approve the Self-Certification Report and move it forward for action by the Officials Committee, seconded by Worth. Motion carried unanimously.

Steve Burnham wanted to make a comment on the new legislation that was brought up by Brienzo. The new legislation was just coming into affect last year, and the new planning requirements are required to be in place by July 1, 2007. Burnham couldn't stress enough that if you are going to comment on the new planning regulations, please comment by the September deadline date because of the compressed time schedule of July 1, 2007. Washington has already put Federal Highway on notification that they probably will not extend that deadline date. They will consider comments as they can, but if you don't have them in by the deadline date, there is no assurance they will be considered. Brienzo mentioned that they would like all of the comments in one package so he will be sending out a copy of the proposed regulations to everyone and get your comments back to him. Marvin Krout asked if Burnham saw anything in the regulations that the City should be looking over more carefully than others. Burnham stated that there are a lot of areas that have changed but he doesn't see any major concerns.

### **Agenda Item No. 3 - Review and action on the *Lincoln-Lancaster FY 2006-2007 Unified Planning Work Program* for Transportation Planning.**

The Unified Planning Work Program is a program that focuses on transportation planning activities and the use of federal funds in these projects. Other funds are also identified by transportation planning agencies such as Section 5303 and 5307 funds used by StarTran and funds coming from the FAA, as well as local and State funding sources that may be used in the transportation process. This is the document is focused on the programming of the federal funds called PL Funds. The report is divided up into different sections and activities. The City will be focusing on the interface of our travel model with the GIS system; Subarea and Corridor Planning Studies; the Transportation Plan Update; and a Pedestrian Facility Plan. The City will also be adding funds for professional development activities in terms of Context Sensitive Design Planning. This may have a community-wide focus. This is intended to increase people's knowledge and understanding of how that applies in our transportation planning process.

Figard made a motion to recommend approval of the Unified Planning Work Plan and the proposed amendments to the Officials Committee, seconded by David Cary. Motion passed unanimously.

Figard made a comment regarding the Pedestrian Facilities Transition Plan in meeting ADA requirements. The existing Plan dates from 1992 and although we have not formally updated it, the City has been actively continuing to move forward with these ADA transition policies which is the intent of that Transition Plan. We do have a plan in place to formalize that in the Work Plan.

### **Agenda Item No. 4 - Review of the TransCAD modeling activity and the Planning commission Preferred Alternative Network for the *Lincoln-Lancaster Long Range Transportation Plan 2030***

### *Update.*

Virendra Singh handed out a packet of information regarding this item. Singh referred to the Roadway Improvement Map. This is the recommended plan from the Planning Commission which the City was directed to model. The next sheet is the summary of the comparison that were done. The first column identifies the 2004 calibrated model data. The key thing here is the average trip time, which was a little under 8 minutes. The column on the right is the Planning Commission recommended plan. After doing some fine tuning of the model itself, the City was able to come to an average trip time of approximately 9.7 minutes. At the same time, the City was successful in bringing the percentage of street system in the E and F category to approximately 9 percent. These adjustments were actually made from some of the discussion that the City has had with the sub-committee members and they were extremely helpful in guiding us with the approval process. Singh went on to discuss the revenue and expenditures which was located on the third sheet handed out. Looking at overall cost of \$1.9 million dollars, the City has so far been able to identify the revenue of \$1.8 million dollars. One item that Singh wanted to highlight is Number 5 under projected revenues which is New Funds. The proposal is that the City will receive a one-half cent sales tax and State gas tax increase which the City estimates at being \$480 million dollars. Burnham asked if Category 5 was new funding; when was it going to be needed; and how likely is that to occur?

Figard responded that the community has been working on infrastructure finance for the past six or seven years and part of its intended place in bringing this plan forward is to add to the need and campaign further showing the need for these resources. Fredrickson mentioned also that there have been many discussions in the community in regard to that financing, it may take legislative action but the community is leaning toward pursuing some of those options. Burnham stated that it is only about a quarter of the City's income so it won't be needed until the last quarter of the plan. Burnham thought it was his feeling that a half cent sales tax would probably be more likely than a state gasoline tax increase. Figard thought it would take state legislative action for both and he thinks the theory on the sales tax is that Lincoln, Omaha, and other municipalities are willing and interested in trying to solve some of the financial problems locally. The goal would be to have the State allow those two to be put on the ballot. Burnham's final question was if the City intended to identify \$480 million dollars worth of projects, even though they will not be funded, if this line doesn't pass? Figard said that the City would have to do something to attempt to show the needs every year through CIP, 6-year, and 12-year plans, the City would be laying out priorities and if the resources aren't there, the City will have to make cuts depending on where those resources can be expended.

Singh continued with showing the output from the model itself. Looking at the Level of Service Maps, the 2030 is the Planning Commissions recommended plan. Krout asked if Singh could tell us what was in this particular model that led to such different results this time around. Singh stated that one of the items was primarily in the outline areas where certain roadways were and this had a lower capacity but allow higher volumes. You would be creating a lot of delays with the vehicle trips that were occurring on the network.

August 10<sup>th</sup> or 17<sup>th</sup>, we have a Technical Committee scheduled and at that point in time the City will be bring forth the text portion for review and action by you. August 16<sup>th</sup> the City goes to the Planning Commission.

***Agenda No. 5 - Briefing on the text update of the 2030 Lincoln-Lancaster Long Range Transportation Plan.***

This is a draft and more for internal review requiring no action. Figard mentioned that there is a lot of continued discussion and rehashing language in this document. Public Works and Planning has been working on some significant additional amendments, all of which will be forwarded to the Technical Committee as soon as the City has them. Randy Hoskins pointed out that the committee had received two different pieces of information. One is the existing conditions and the other is the future conditions. In the future conditions, there is a section on transit that is out of place and needs to be removed. That piece is located in the existing conditions. Hoskins said that if anyone has any comments based on the information given them, to please let Singh or himself know. Krout stated that he was hoping that the sub-committee would talk about some of the issues that he has seen in the last couple of years. He would like to see a higher level of service on the state highways that come into the community rather than what you see on minor arterial streets. Figard said that at this morning's meeting, Planning and Public Works staff were discussing the need in the text that talks about Access Management Program Annual Report.

#### **Agenda No. 6 - Other topics for discussion.**

Ron Schlautman mentioned that four states, Mexico, Montana, South Dakota and Alaska have about a half a million TCSP to use up or lose by the end of September. The Department of Roads is requesting to split the funds for the South Beltway, Item No. 2. Split out the three million preliminary engineering funds into \$2,354,000 for National Highway and use the \$646,000 in TCSP which is Transportation Community System Preservation funds.

Singh made a motion to approve this and recommend approval to the Officials Committee, Schlautman seconded it. Motion carried unanimously.

Burnham envisioned this sort of thing happening more and more often as we get earmarks and various program that are handled out of our Washington, DC Office. Burnham suggested to Kendall Tonjes that they work together to come up with specific wording regarding this and then get back to the committee. Burnham doesn't feel that it is important what the dollars name is as long as the dollars and project isn't changing. Burnham would like to see, not only in Lincoln, but in Omaha and on the State's TIP also some sort of a statement that if the source of the dollars changes, it is pre-approved by the Technical Committee or by the MPO. You don't have to do an amendment just to change the source of the dollars. Fredrickson agreed that if there was any way to simplify this process, he would like to take advantage of it if we can. As far as the Technical and Officials Committee, if there is a better process out there for doing this, we would certainly want to take advantage of it. Schlautman asked if that comment needs to be in Lincoln's 2007 TIP? Burnham said it needs to be in both, the TIP and the STIP.

Next Technical Committee will be August 10 or 17, 2006 at 1:30.

Fredrickson invited anyone in the audience who would like to address the Technical Committee could do so now. Hearing none, meeting was adjourned.